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Oil-Engined Vessel for Atlantic Trade.

REPORTED ORDER FOR THE CLYDE.

Interesting stories (writes the London correspondent of the "Glasgow Herald") about a new oil-engined Atlantic liner reach me from two quarters. I give them for what they are worth, merely observing in their favour that they agree upon the most important point.

This is that Messrs. Barclay, Curle, and Co., Whiteinch, are to build for the Russain-American Line a vessel which will be propelled by means of oil engines manufactured by Messrs. Burmeister and Wain, Copenhagen. The Russian-American Line is, if my memory serves, practically the same as the Russian-East Asiatic Line, for which Messrs. Burmeister and Wain are already building an oil-engined vessel.

The stories disagree as to the size of the ship which is to be built on the Clyde, one putting the length at just under 40ft. and the other at nearly 500ft. But they agree that it is to be a passenger and cargo vessel, and that its speed will be in the region of 14 knots. If these are facts the Clyde will be associated with quite the biggest of the pioneer movements in the manufacture of marine oil engines.

According to one of my informants the oil engines are to drive three screws. There will be two engines on each shaft, and the aggregate horse-power will be about 7,000.

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